

DCS magazine

OFFICIAL PUBLICATION OF THE DE LOREAN CAR SHOW

SPRING 2004 | VOLUME ONE | NUMBER FOUR



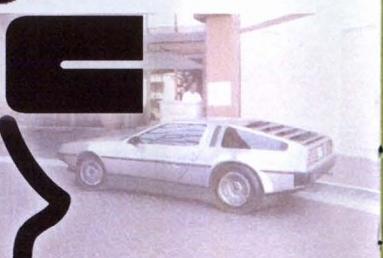
Pigeon Forge Is Here!

Fascia How To ■ Project Vixen ■ Claudia Wells



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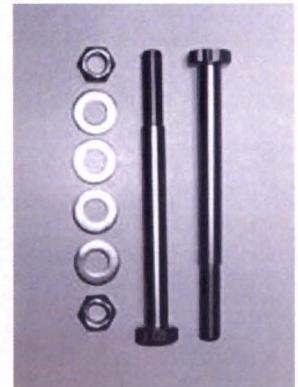
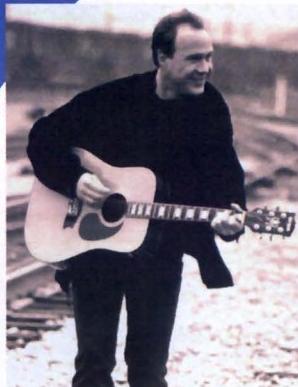
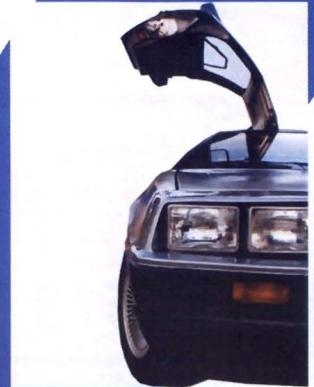


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Hello DeLorean Enthusiasts - My name is Richard Federico, and I'm a DeLorean owner (#6440) from Chandler, Arizona. I

was also your MC at the DeLorean Car Show in Memphis, and will return as an MC in Pigeon Forge. My relationship with Ken Koncelik goes back a few years, as his previous job brought him to Arizona every 3-4 weeks. During that timeframe my wife Kathy and I, as well as some members of the Arizona DeLorean Club (AZ-D) became Ken's Arizona DeLorean Southwest Oasis. I credit Ken and his support with driving me to keep my DeLorean roadworthy, and to get my D out of the garage on a monthly basis (Thanks, Ken). In summary, I'm a 44 year old, happily married, Intel engineer, happily driving DeLorean owner and "I'll see ya in Pigeon Forge" ■■■

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(Back to the) Feature Car

S P R I N G 2 0 0 4



Christopher Mack just bought his car, (VIN 6453) in December of 2003. He's been having loads of fun with it and drives it almost everyday. Don Steger has been helping Chris keep his car on the road, and one neat feature is that he has the tires from the car used in "Monster Garage".

In Part One of this article in the last edition of DCS magazine, I wrote of my experiences about buying a totally disassembled DeLorean. After many long hours of work, I was able to bring a rolling, driving, albeit body-less chassis to the Cleveland 2000 show.

As will soon be shown to be my habit, I did almost no work on the car over the next two years, waiting instead to start work only 60 days before the Memphis 2002 show.

The mad rush to finish the car was on. But would I be able to finish the car in time? After all, I needed to bolt on the entire body, install the glass and interior, tune the engine, pass a state inspection, and do a little road testing before making the 800-mile journey to Memphis. The whole task was rather daunting - especially considering that I was also working full time.

At that point, I was pretty sure I'd be able to finish the car in time for the show. But two weeks before the show, I was not so sure. I still had many things left to do, like realigning the body panels, rebrushing the finish, recovering the headliners, etc. Most of these tasks are considered major undertakings, however, after doing as much work as I had done, they seemed more like time-devouring nuisances than major projects. Completion itself and the individual tasks blurred away to an unconscious stream of items needed for simply "finishing". With the stress came a lot of fun. My girlfriend Juley and I spent many nights out in the driveway and garage working towards our goal. We both felt things were going well.

Two days before the show, a new nervousness began to set in. Since I had assembled the car enough to actually take it on the street, I had only put on 2 miles. That was approximately 5 minutes worth of driving, before the local police stopped me with a stern warning to park the car unless I had a valid inspection sticker. I would be doubling the total mileage on the car in just five days, and my "breaking" time would be the short trip to get my state inspection.

Everything went fine with the inspection -- save for two major points. My emissions were literally off the scale and I had developed a major oil leak from a warped valve cover that was threatening to get even worse. I had a choice to make; I could roll the dice and try driving to Memphis, or wait and do things right.

Given the amount of time, work and money I had put into the car, it was not worth the gamble. I could easily lose too much oil and fry the engine... or worse. From starting with a big pile of parts and a frame, to actually driving the car around was accomplishment enough for me. Doing this kind of restoration work was supposed to be about relaxation, but it was anything but relaxing. I now had the opportunity to enjoy the car again; it would get done, it would be right, and I would enjoy doing it. That's what it's all about after all, and I had two years until the next show to work on the car, right?

Well, in the time between Memphis and now, I have spent exactly one day working on the car - the day after we returned from Memphis. I cleaned my fuel injectors (which fixed the emissions problem) and I replaced the warped valve cover with a spare one, fixing the oil leak.

The car has sat untouched ever since. The map to Graceland and my Heartbreak Hotel confirmation number are still sitting on the dash



By **Dave Stragand**



where I left them two years ago. I have a feeling that if it were not for the DeLorean Car Show, I would never finish this thing!

So here we are, present day. As I write this, there are 82 days left until Pigeon Forge. The task list of things we need to accomplish before the trip has dwindled to five items - install the new driver's door, recover the headliners, install the door seals, charge the air conditioning, and install the "special lights" that we will unveil at the show.

Neither Juley nor I want to go through another mad rush like two years ago, so I think maybe I should start working on the car this weekend. Will I finally get this car done for the show? All we can say is "See you in Pigeon Forge!" ■■■



vision

By Ken Koncelik, Editor in Chief

What's Cookin' in Pigeon Forge?

See You in Pigeon Forge

You have heard that a lot in the past two years and if you have been to the website, deloreancarshow.com, there is a list of people going to Pigeon Forge that we have video taped saying that.

This year the car show is much different. It's inside a convention center. The show has grown so large that we no longer can do it outside because if it rains we have nowhere to go. It's rained at every other show...this time, that shouldn't be a problem.

Most of you reading this article know about the show and are probably planning on attending. The outline of the show has been known for some time so we will not go over that again. If you want to know more, I encourage you to visit the website.

One thing we usually don't cover is the meals so here's the menu for the dinners:

Thursday / Smokey Shadows Le Conte Room 6PM

Barbeque

- Barbeque Pork
- Barbeque Chicken
- Meatless Spaghetti
- Baked Beans
- Corn
- Slaw
- Rolls
- Coffee, Tea and Decaf plus an open bar (see registration packet for details)

Friday / Grand Convention Center 6:00 PM

Bountiful Buffet

- Lemon Pepper Cod
- Pork Chops with Apple Compote
- Meatless Lasagna
- Fresh Garden Salad with Italian, Ranch and Thousand Islands Dressing
- Warm Rolls and Butter
- Mashed Potatoes
- Macaroni and Cheese
- Seasoned Vegetable Medley
- Coffee, Tea and Decaf plus an open bar (see registration packet for details)
- Chris's Special Homemade Deserts (My wife bakes these special treats just for you)

Saturday / Grand Convention Center 6:00 PM

Bountiful Buffet

- Roast Sirloin of Beef
- Chicken Breast Supreme
- Eggplant Parmesan
- Steamed Broccoli
- Fresh Garden Salad with Italian, Ranch and Thousand Islands Dressing
- Warm rolls with Butter
- Country Style Green Beans
- Italian Style Blended Vegetables
- Peach Cobbler
- Frosted Chocolate Cake
- Coffee, Tea and Decaf plus an open bar (see registration packet for details)

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This year the show has again grown and it just shows that there are enough of you out there that care about the DeLorean and who like to share your time with others that have the same interest.

This show is different in one other aspect. Pigeon Forge is so full of things to do that we encourage you to take time from the show to see what is here. You cannot possibly do it all but we feel you will be back once you have experienced this event.

If you miss this show you will miss the best DeLorean Event ever!

See YOU in Pigeon Forge. —



Kenneth J Koncelik

Well, it's been a long haul and a slow start, but here I am. Surprisingly, it's been almost a year and a half since I made the move from Southern California to Arizona. So why on earth would anyone want to move from the lovely climate of Thousand Oaks, CA to the intense heat of Phoenix, AZ?



I'm still trying to figure that one out! I guess love makes you do strange things. Anyway, I also wanted to pursue "the dream" of DeLoreans. At the time I moved I had my second and third

DeLoreans, so I wasn't a newbie to the scene, I just wanted to give something to the DeLorean community that hadn't been done.

That's why I started D.A.R.T., DeLorean Automotive Racing

Technology. My vision was to create products for the DeLorean that would improve performance and/or looks. No easy feat in today's "shark fest." There were times when I just wanted to give it all up and return home to California, luckily my partner was there to convince me otherwise.

It's not easy when you spend lots of time and money creating something only to learn that it's either been done before or that several others are creating virtually the same thing at the same time. Even worse, selling it for less than it would cost me to produce, let alone make any money from it. That's why I only have one short header exhaust system. It sounds more like a V8 than the other ones out there, but who's going to pay \$2600 when they can pay \$1500?

Oh well, I'll just say that I was able to pass Arizona emissions with an amazing 0.67 grams/mile for Hydrocarbons (out of 3.00); 11.71 grams/mile for CO (out of 25.00; and 0.95 grams/mile for NOX (out of 3.50).

Luckily I was able to be the first to produce the Indiglo kits for the dash and A/C panel. So far this has proven popular. It's a great update to the car, yet still keeps much of the stock look when it's not lit. There's definitely more to come as I build up



my product line. I just have to keep looking at the original DeLorean Motor Company and learn from some of the mistakes they made. Although I'd like to think big and sell one of everything to every DeLorean owner out there, I know it's not going to happen that way. So I'll have to keep a lower profile and expect a smaller customer base. I'm sure a lot of businesses don't see that as a good thing, and for the most part they're right. The way I'm going to look at it though, is that I'll be able to pay much more attention to detail and satisfaction for those customers I do have. I know that not everyone will have the passion or desire for the

D.A.R.T. update



By **Ryan Gould**

260hp normally aspirated engine I'm working on, but enough will. Especially since you'd be able to go virtually anywhere and buy a supercharger kit that will bolt right on.



I've really grown to like Phoenix and have had the opportunity to meet some of the Arizona DeLorean Club members in Memphis, way before I even thought of moving to Arizona. Now some of them are among the best friends I've ever had. And I get to work on their cars too! This next year we'll have a much larger turnout at the DCS from the west. I already know of at least a dozen cars in our caravan. We'll see YOU in Pigeon Forge! ***

Get out and Drive.

D.A.R.T.

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It's All Evil Dan's Fault!

By Ken Koncelik

Its all Evil Dan's fault.

What we have done is taken his idea and transformed it into an actual event to be held at Pigeon Forge, June 19th, 2004.

To back up a bit, we were looking for something unique that would spark interest with this show and of course to get more of you to come. Many ideas were thought through, but most of those thrown out. Then came the call from Evil Dan (Dan Deutch, NJ). He asked me about doing a car raffle. After discussing it and deciding that it would not raise any money and we would not possibly be able to get a car cheap enough to even break even we dismissed the idea.

With that idea in mind however Evil Dan continued his pressure. As the spring wore on we began to look for cars that could possibly be used for a raffle. Rich Weissensel called me and the ball began to roll.

"Hey Ken, I found two cars in Hebron, Ohio that I don't have the money for right now but one has 150 miles on it and there is another one there. They have been sitting. How about checking them out?"

Well you know me...I had too! And thus, the saga began.

What was found were two cars that had not been stored very well but were basically in decent shape. Give or take a few mice problems.

We ended up with both cars and, as you may know, they became the 170 mile concours car shown in Houston and VIN 1880 that was sold to Patrick Conlon last year. Both were turned into premium cars at this point, however, both cars costs were well above what we would ever get back in a raffle.

Don Steger, also on the lookout for a car for the raffle, called me one day and said "I have just what you need. Only 900 miles, needs work, but its ok." Sight unseen we bought it.

After its arrival we began to see what it was going to take to put back together and unfortunately the cost rose over \$10K before we even started it up. Well, another one bites the dust for the raffle.

Evil Dan you are costing me big time.

The car did finish out to be a decent car and it was sold to Ramon who uses the car as his daily driver in Cleveland. You might say, "Driving a 900 mile car are you nuts." This car was not a show car by any means but was made into reliable transportation and it needed a home where it would be used.

So another one back on the road.

Dave Swingle then sent me an e-mail, "Hey Ken there is this guy in Indiana with a car for sale cheap."

Well if you call \$5K cheap for a car that does not run then I guess it is. Shannon Yokom and I went to look at it and at first glance we said "we found the diamond in the rough," The body looked good at a distance.

Once we got closer the age and water had taken its toll. The interior looked like a waste pile everything inside was damaged, the undercarriage had problems and the frame had holes in it. We took it home and this one was well into too much money and we also needed parts and money to continue. This became the parts car. With another donor car we would expect this car to be back some day all rebuilt from the ground up.

Ok four down and still no raffle car.

Well we called Rob Grady and he had two cars on his lot. One needed a lot of work and the other had no engine. We bought both hoping to combine them into one working car. Instead we got a break. The car with no engine was actually pretty good except for the missing engine.

We had an engine from the parts car that was trash except the block. HMMMM, the raffle car was born.

Evil Dan it's still your fault.

We looked at both of these cars plus we picked up two more from Dave Bauerle and two more from Philadelphia as backups. That left me broke, but we had enough parts and such that we began to rebuild the engineless car. Originally we had set the dollar limit at \$7500 including tax, parts, initial purchase and licenses.

Believe it or not we are still at about that amount thanks to a lot of donated parts and labor.

The car has received new interior, new fuel systems including fuel filter, refurbished and flushed brake and transmission systems, Flushed cooling system, New water pump, new battery, refurbished undercarriage (no rust problems), refinished the front and rear fascias, along with a lot of



The Parts shown above were donated for the restoration of the raffle car by DeLorean Motor Company, of Humble, Texas. As you can see, they provided us with a lot of valuable parts to help the car look good and work well.

Below is the raffle car sitting in Dave Swingle's garage being thoroughly examined and repaired before the show



cleaning and detailing. The engine got an entire upper rebuild and includes powder coated valve covers. Most of the work was done in Cincinnati but when it came to the auto transmission and a few of the lower engine parts we took it to Chicago to use a lift.

Dave Swingle has now repaired a number of normal maintenance items on the car and has added a lot of new parts thanks to the vendors. The car is in excellent shape and runs very well. We had only one bad experience (remember its all your fault Evil Dan) and that was the transmission.

This car has turned out to be a real nice car to work on except the automatic transmission that none of us had experience with. The transmission itself is in great working order but it takes up a lot more space and when doing some of the engine work. It did not move like we wanted it to and we, (Dave and Rich) spent hours trying to figure out what to do. Next time we will know how to deal with it.

Well with everything back together the car is ready to run so here is another one back on the road. It is titled and licensed and will be driven to Pigeon Forge from Chicago. So now lets see. How many cars does it take to find one raffle car?

Two in Hebron, one in Indiana, one in California, two in Philadelphia, two in New York, two in Columbus for a total of 10 cars. It sounds ridiculous, but I have the cars to prove it. Anyone need a DeLorean?

We are proud to say that this is a special car now and we hope it goes to a good home. A home where it will be taken care of and used. This car has gone through a major restoration where we only expected a bit of clean up, but neither Dave nor I can just leave well enough alone. We did our best to give you a raffle car that you would want to be your own. The amazing thing is that the car was not in that bad of shape to begin with, less the engine, but that made it much easier to replace items that just needed to be cleaned up a bit.

A list of the donated parts can be found on the web page.

It is a 1983 grey interior car with automatic transmission and about 30K miles on the car and 28K on the engine and transmission.

We decided that to get to the numbers we need to do the raffle, we would charge \$50 per ticket. To purchase a ticket go to deloreancarshow.com and click on raffle car. ===

Good luck and buy those tickets. Evil Dan it's all your fault. Thanks!



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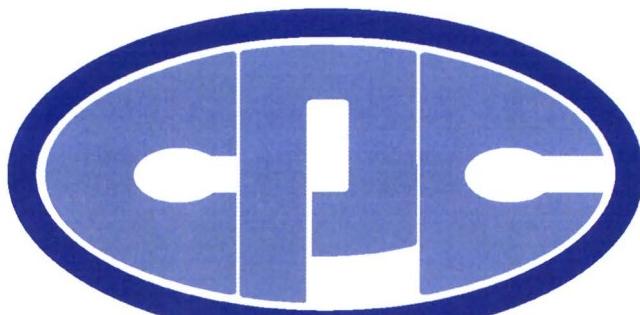
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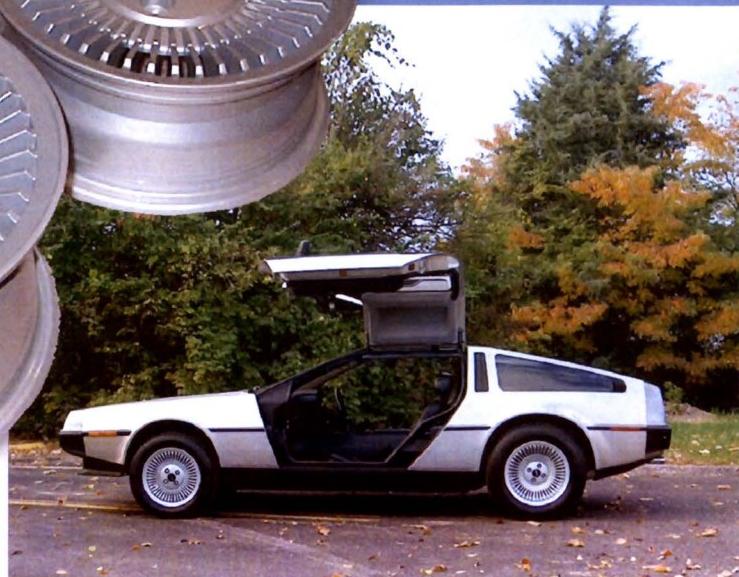


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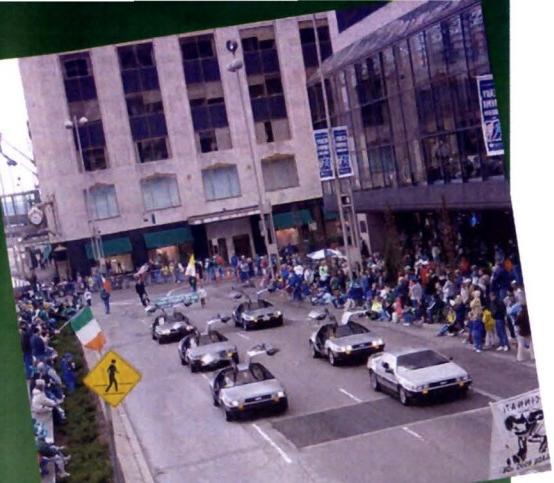
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The Cincinnati St. Patrick's Day parade had six DeLoreans. They were owned by **Shannon Yocom**, **Jack Gambetta**, **Patrick Conlon**, **David Haldeman**, **Josh Haldeman** and **Ken Koncelik**



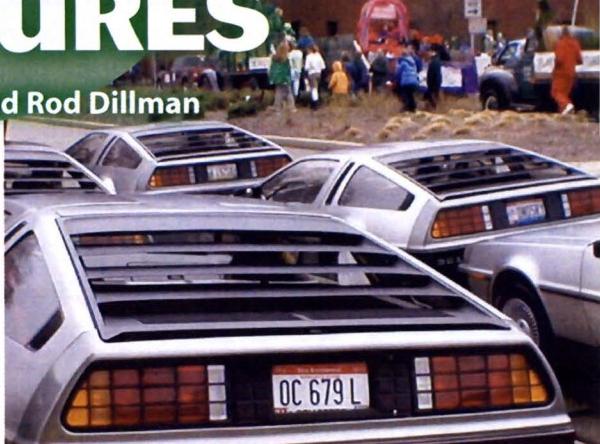
Scott Stiens of Old Town Alexandria, Virginia drove his 82 stick (VIN 10486) in the DC St. Patty's Day Parade and held the dubious honor of last position in the parade held March 14th. This picture was taken in front of the White House.

St. Patrick's Day 2004 PARADE PICTURES

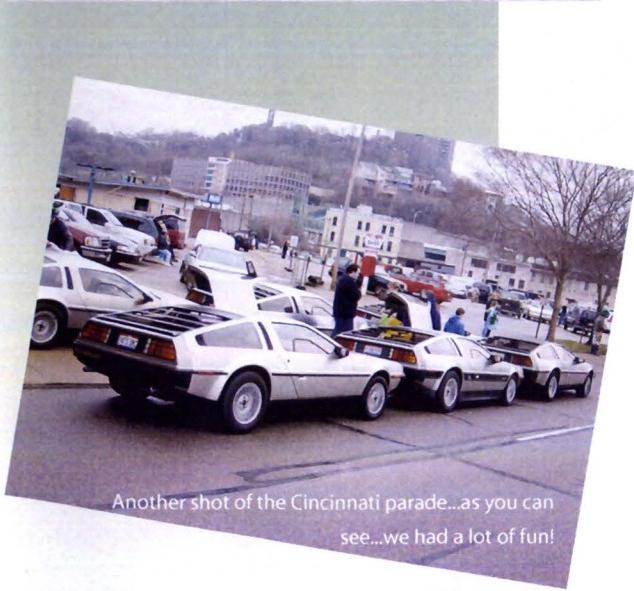
By **Scott Stiens, Sue Conlon, Robert Dunn and Rod Dillman**



Carol Wickersham and **Rod Dillman** in the St. Patrick's Day Parade in Roanoke, VA (VIN 10921)



Another shot of the Cincinnati parade...one of the largest in the country.



Another shot of the Cincinnati parade...as you can see...we had a lot of fun!



Robert Dunn of Punta Gorda, Florida snapped this photo of his car, VIN 6072 near the ocean.

GETTING BACK WAS ONLY THE BEGINNING...

Welly USA's new 1:24 scale die-cast DeLorean replicas of the super-customized stainless-steel beauty duplicates the car's movie glory from all three "Back to the Future" movies. Each car features an interior packed with delicate instrumentation, including the time circuits & controls and the all-important flux capacitor -- all molded to sport the unique features of the car from each of the three films. Plus, Welly has also released the 1981 DeLorean DMC-12 that started it all in its original form.

These beauties are destined to be instant collectibles -- the detail and authenticity will highly impress every "Back to the Future" fan or DeLorean enthusiast on your Christmas list. Collect all four cars today -- now available from:



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GEORGE CRANE'S FROM THE FACTORY

Hello once again from Belfast.

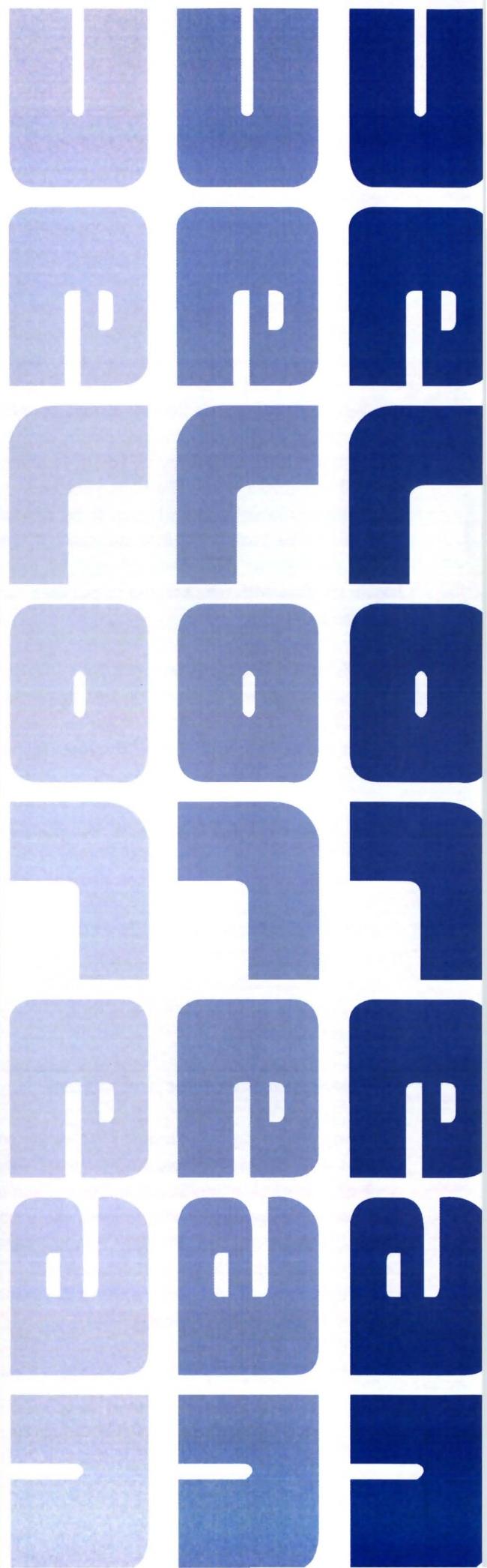
We finished last time with me just starting my employment, well the next few months were very interesting for all of us. First of all, anything that you needed to do your job, whether it be tools, overalls or a coat for working outside, it was all issued to you no questions asked, then there was



John's "keep the workers happy" idea. Each department had its own tea area. Each area had not only the normal tea & coffee machines, you also had a Coca-cola machine with three choices, ICE, CRUSHED ICE or NO ICE, there was a snack machine for chocolate & crisps (potato chips to you) and then the real piece of luxury, a second snack machine with sandwiches, pies, soup, hot dogs and hamburgers. There was even a microwave oven installed.

Each tea area also had a toilet block and changing facility for both male & female employees attached, the idea behind all of this was that if you were not at your work station then you were in the tea area, so your supervisor did not have to go to far to find you. All of this was totally alien to us, as no one had ever experienced anything like this before anywhere we had ever worked. It was as though we had died and gone to heaven, because we were actually working for someone who gave a damn. Someone who cared about his workforce and wanted happy employees.

Until next time from the Emerald Isle!



Getting Better Reception

By Robert Moseley

If your Delorean is like mine, chances are that your power antenna doesn't work. I haven't met too many people who's antenna's do work. Most of us have just pulled them up and left them up. The problem is that the little plastic geared band that is used to run the antenna up and down breaks off somewhere inside of the reel of the antenna motor and is very hard if not impossible to fix once it has snapped. The motor might spin, but the antenna doesn't move. The antenna is only active when at full mast, when the antenna is ejected to it's full length there is a small connection made at the very top that completes the circuit in the antenna. So unless it is pulled all the way up you get no reception! If you leave the antenna up all the time, your radio will work fine. However you leave it up and open to be vandalized by some punk, or to be broken off in a car wash (if you are actually dumb enough to drive through one of those!) ...or it's a hassle to mess with when trying to put on a car cover. There must be a solution!

There is not a direct replacement for this antenna, however there are solutions. This article will take you through the steps of removing your old antenna and replacing it with a current model that will restore the lost thrill of seeing that mast zing up and down!

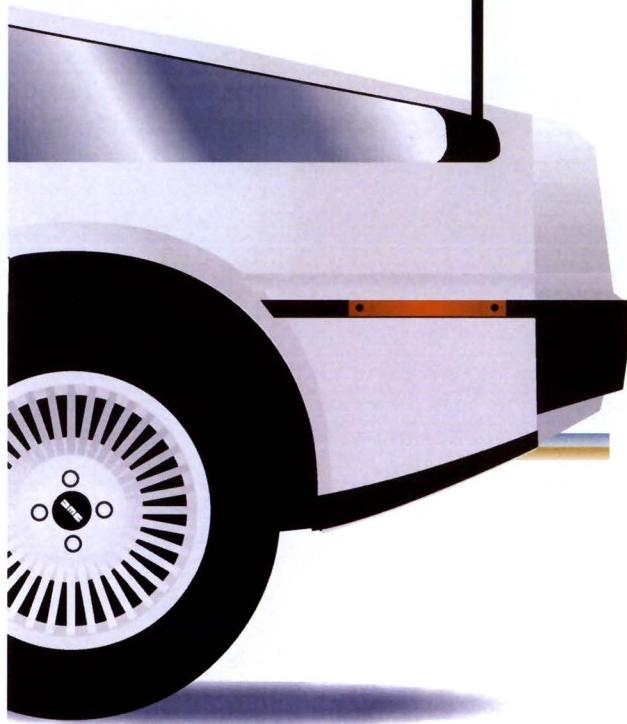
Please keep in mind that many of these antennas were added to your car at a later time and some of the installations were custom and not all may be the same.

First thing is acquiring your replacement antenna which you may purchase directly from my website at <http://www.dfwdmc.com> in the "STORE", under "PARTS". (price pending at time of this printing). Once you have it in hand you may begin.

NOTE: Make sure the engine is off and cool.

First, pop your engine compartment cover and raise your louvers and engine compartment cover. Standing at the back of your car looking into the engine, look to your left at the rear of the pontoon and you will see a box with some hoses coming out of it. (**Pic #1**) This will have four 10mm bolts holding it in. Using a drive wrench with a 10mm socket remove these four bolts. (only remove the four outside bolts, and not the two inside.) (**Pic #2**)

This lid holds a large cylinder, in order to remove it you need



to rotate the entire thing to the right 90 degrees and you may easily pull it out and set it aside on top of the engine. (**Pics #3, 4**)

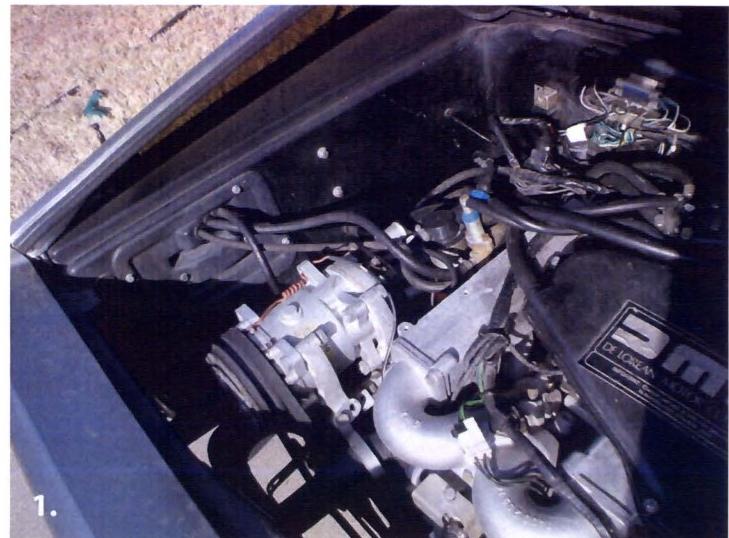
You will now be able too see the antenna inside. There is a large "C" shaped metal bracket that holds the antenna in place. The bracket and all will be removed. To the top rear of the bracket there is a single 10mm nut that needs to be removed. (It really helps to have a small handled 3/4" socket drive to fit in this tight space.) Down below the bracket there is a short strip of metal banding that is bent into an "S" shape with a 10mm nut holding it into place. Remove this bolt. Make sure the antenna is pressed down all the way, and you will be able to pull the antenna out of the hole and set it aside. (**Pics #5-7**)

Now you must unhook the antenna wires in order to remove it. Lift your driver's seat forward, and in some cases you may find it easier to completely pull out your back wall piece, and shelf carpet. Now remove the wooden cover on the drivers side and set it aside.

From the right rear top of the inside of this well you will see a small hole where the antenna wires are snaked through. These include the black antenna reception wire, and brown, white and yellow wires all leading into the wiring compartment. One of the things that you will notice is a small clear box which is the antenna relay, this little relay senses the radio being on and activates the antenna to operate and go up or down. (**Pics #8,9**) Your new modern electric antenna has this relay built in so you won't be needing your old one (in the clear box) so you may simply remove it and discard it if you wish. (**Pic #10**) Locate the yellow and white wires feeding from the hole and disconnect them. Disconnect the reception wire. (**Pic #11**) From the back of the car, pull your old antenna and wires out and pull the wires through the hole and remove it completely.

Now you need to remove the old antenna from the bracket. One the bottom you will find a small piece of copper wire being used as a retaining wire. Remove it with a pair of pliers. You will also see the "s" shaped bent retaining band used for the lower mount, use a marker or a pen to note it's position before removing it. (**Pic #12**)

Now remove the series of nuts, washers and positioners that hold the antenna in place. Make a note of their stacking. Remove the old antenna from the bracket. You will notice that your new antenna is built in a reversed position as



compared to the old one. You will need to drill a small hole equal to that of the mounting screw on the old antenna. (you may need to remove the old mounting screw from the old antenna and install it on the new one) Once you have drilled the hole, slide the center peg of the bottom antenna into the large hole and the the screw through the new hole you drilled. Slide either the old retainer band, or the new one supplied with your new antenna onto the screw and tighten the nut onto it.

You will need to bend the band to a position to match the final position of the old one in it's original position. If you are starting over with the new band, (**Pic #13**) try holding the old band into it's original position (where you marked) and try to shape the new one to meet the end of the old one.

Now install the top piece of the antenna into the top hole with the same correct "stacking" of washers and positioners as before. The antenna should be straight up and down in a level position when finished. If it is angled you will have a problem. (**Pic #14**)

Fit the antenna and bracket back into it's mounting position. First you will want to attach the top, rear nut. You will want to place the short black GROUND wire in-between the nut and washer of this mount since it is the only negative ground source available. Now you will need to bend and manipulate the metal band on the bottom to fit onto the bottom mounting bolt and attach and tighten the nut. Now it is a matter of "finesse" and "art", you will need to bend the entire bracket so that the antenna will line up exactly with the opening on the air inlet. You can do this by looking directly down into the hole and eyeballing into place. (**Pic #15**)

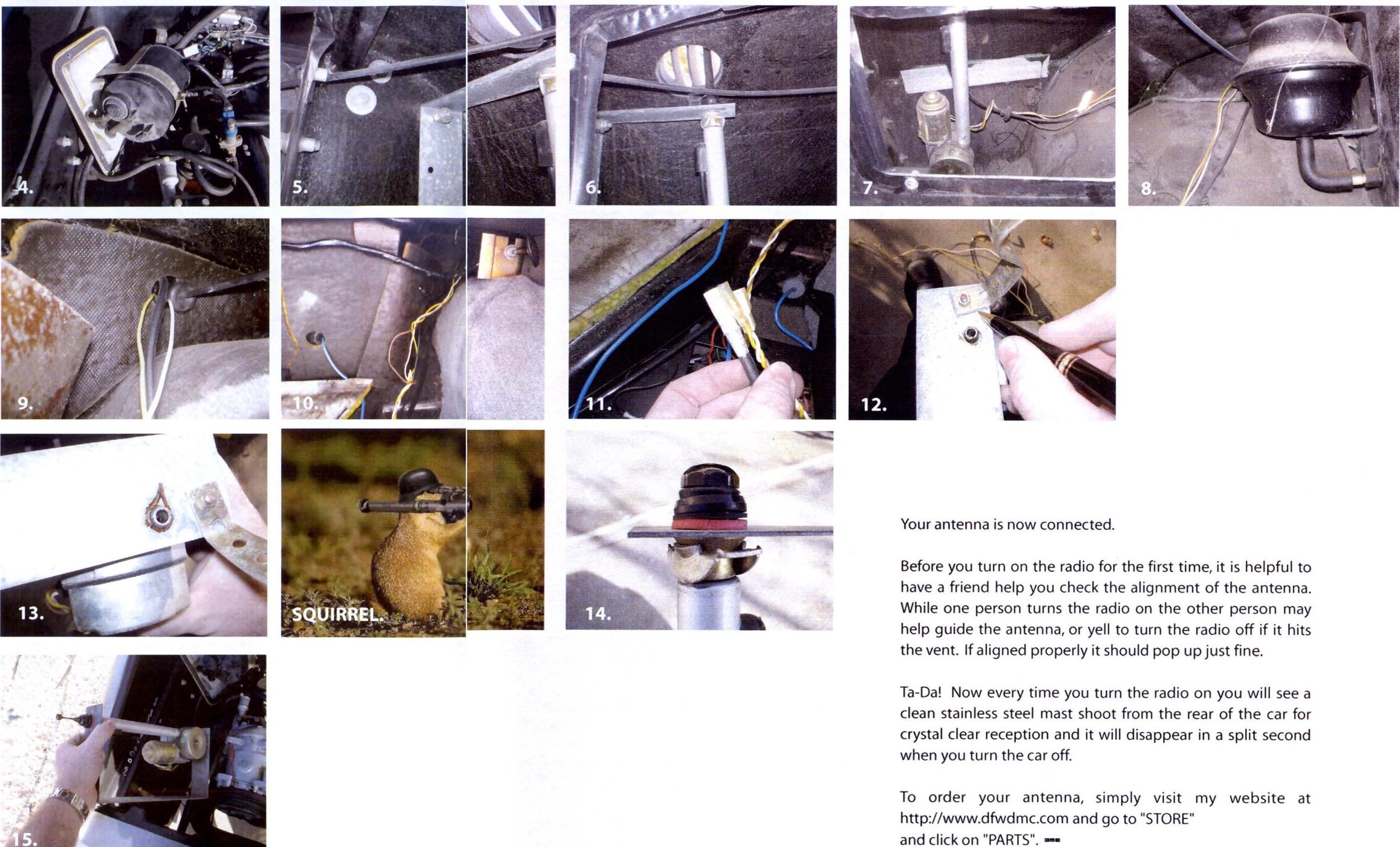
Now you will want to reach deep inside and snake all of the wires into the hole, and into the inside of the car.

Before making the connections, make sure the radio and car are both OFF.

Connect the RED wire to the disconnected RED wire. You should be able to directly plug it in.

Connect the GREEN wire to the GREEN wire. You will notice that the green wire (in the car) has a round connector and the antenna's green wire has a blade connection. The method I used was to spread out and open the round connector with a flat screwdriver and pair of pliers, then I formed the metal around the blade of the antenna wire and crimped them together for a tight connection.

Replacing your rear mounted power antenna mast for better reception



Your antenna is now connected.

Before you turn on the radio for the first time, it is helpful to have a friend help you check the alignment of the antenna. While one person turns the radio on the other person may help guide the antenna, or yell to turn the radio off if it hits the vent. If aligned properly it should pop up just fine.

Ta-Da! Now every time you turn the radio on you will see a clean stainless steel mast shoot from the rear of the car for crystal clear reception and it will disappear in a split second when you turn the car off.

To order your antenna, simply visit my website at <http://www.dfdmc.com> and go to "STORE" and click on "PARTS". ■■■

KEEPING THE PACE

By Joe Pace

Movie cars always are eye catching sights that make us fantasize about what it would be like to own a car that has been specially adapted for the movies.

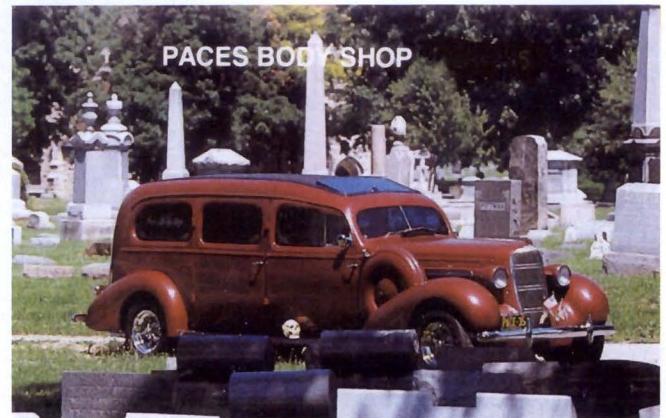
All of us are aware of our own association with the movie Back to the Future and our DeLoreans. Well Joe Pace has taken this one more step. He builds movie cars. Not only does he have a DeLorean time machine but he has others as well. Most notably is the Ghostbusters 1959 Cadillac ambulance and a 1935 Oldsmobile Hearse.

Joe also has a 1977 Lincoln stretch limousine with a wet bar, television and cellular phone. He frequently has them outside of his body shop.

Joe is the owner of Pace's body Shop and he makes his living bending steel. The unusual cars have been a way for him to express himself and to generate additional income.

"Everybody's been on me to build the Batmobile" Joe says. "That's next, I guess. I may be able to pump it out in six months, but it may take me away from my family. I don't like to do that."

"I've become the kids' most popular hangout, Joe says.



Paces Body Shop



Paces Body Shop

Although he opened his business in 1977 he didn't get into these strange cars until years later. The DeLorean was purchased for \$16,000 one year before the release of the movie and it was his son who, after the film came out, asked him why couldn't his car do the same things the movie car did.

He found someone who would promote the car if he built it but gave him three weeks to build it.

Although not financially rewarding at the time he proceeded and by watching the movie over a dozen times, started to build the car.

He found spare parts from everywhere and everything in sight. Parts of his Jacuzzi, headlight retractor vaccum chamber, thousands of feet of cable, balsa wood, aluminum conduit, and other odds and ends around the house were used in making the car. He attached most things to the car with two sided tapes and tie wraps so he would not damage the car. He built the back turbo-thrust boosters from aluminum sheet metal and arranged a fire extinguisher hose to spray the carbon dioxide out the back.

To everyone's amazement in the early years of the conversion Joe drove the car 55 to 75 miles a day.

If you want to see Joe Pace's Delorean stop by at the DeLorean Car Show, Pigeon Forge and see it yourself. ===

Portions of this article have been reprinted from a previous article with permission from Joe Pace

Back in Time for Claudia Wells

By **Claudia Wells**

Much to my surprise, it has been nearly 20 years since I first sat in a DeLorean on the set of the original "Back to the Future" movie.

The car played a key role in the film -- a sleek, futuristic, angular bullet -- as key to the story as any of the movie's main characters. Yet I only got to sit in it for a single scene! Michael J. Fox and I (we were present-day Marty McFly and his girlfriend, Jennifer Parker) sat together in the passenger seat (I was on his lap with my arms around him...), while Christopher Lloyd (Doc Emmett Brown) was in the driver's seat. It was a big deal for me to be a part of such a popular movie!

In the scene, Marty and Jennifer were about to kiss when we heard three sonic booms. We looked up to see the DeLorean on the driveway. Doc asked Marty to go back to the future with him yet Marty doesn't want to, explaining that he and Jennifer were about to take a spin in his new truck. But Doc wouldn't take no for an answer. "Well, bring her along," Doc says, "this concerns her too." Marty wants to know what will happen to us in the future. "Wait a minute, Doc. What are you talking about? What happens to us in the future? What, do we become jerks or something?" Doc answers, "No, no, no, no, no, Marty, both you and Jennifer turn out fine. It's your kids, Marty, something has got to be done about your kids."



At that point, we're all in the car and we're going backwards down the street. Marty says, "Hey, Doc, we better back up, we don't have enough roads to get up to 88." Doc replies, "Roads? Where we're going we don't need roads." What the audience sees next is the DeLorean's wheels lift up and the car fly toward the camera before disappearing into the future!

As for my own future, I opened Armani Wells, a high-end, designer retail store in Studio City, California, in 1991. It has been and remains Southern California's only resale clothing store just for men. We specialize in new and pre-owned, in perfect condition men's apparel at prices 70% to 90% below retail! The boutique has new arrivals daily and caters

to everyone from corporate types to celebrities and rock stars. The store features brands such as Armani, Versace, Boss, Canali, DK, Prada, Dolce & Gabbana. We handle numerous telephone orders and ship nationwide -- see www.ArmaniWells.com for more information.

On a personal note, I live in Studio City with my 9-year-old son Sebastian. He's the joy of my life and fills every day with sunshine. The two of us look forward to meeting you and joining you in Pigeon Forge. Watch out -- Sebastian is a DeLorean connoisseur! ***



The Nork

By James Eli



When you arrive in Pigeon Forge this year, you just might find yourself engulfed in the unique musical experience of The Nork. So, what is The Nork? The Nork is Baltimore's premier original folk rock band with influences spanning from Led Zeppelin and the Beatles to the Grateful Dead, Simon and Garfunkel, Radiohead, and the Counting Crows. Comprised of members from various musical acts across Maryland, including three members from Gravy Train (featured on the Memphis DeLorean Car Show compilation CD), The Nork serves up a dynamic blend of rock, folk, bluegrass, jam, and pop music. With Trevor Blank on Guitar and Vocals, Justin Levy on Keyboards, Banjo, and Vocals, Jake Reilly on Bass and Mandolin, Joey Saah on Guitars, and Mike "Scerb" Scerba on Drums and Percussion, this band is sure to satiate your thirst for new original music that will stick in your head and stay in your audio player. The Nork will be touring the East Coast and Midwest this June and will be at Pigeon Forge to jam out some great original tunes and some old favorites of the band. Make sure you don't leave Pigeon Forge without stopping to see The Nork blow you away! Check out www.thenork.com for more info on the band and information on their tour. ■■■

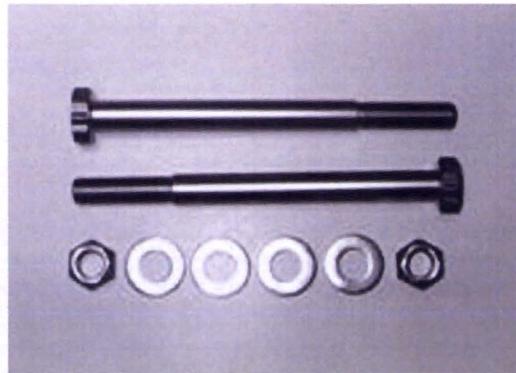


TOBY TABS

For those of you who don't subscribe to the De Lorean Mailing List (DML), and haven't been paying attention to articles written for the last newsletter, you may not be aware of a new development in the area of Trailing Arm Bolts (TABs).

The stock OEM bolts (Part No. 106883) that attach the rear trailing arms to the frame have been known to come loose, bend, and sometimes even break (personal experience). Why should you care? The TABs carry all of the different loads that are generated by the rear suspension systems of the car. These loads include engine "thrust" loads, torque from engine power and braking, and maintaining the alignment of the rear wheels. Loss of one of these bolts can be catastrophic if the failure happens while driving at highway speeds.

The OEM bolts are hardened to a strength category designated as "10.9" on the metric scale, which translates roughly to a "grade 8" bolt. This is a good bolt for most applications, but is marginal for the TAB loads and corrosive environments.



TAKING TRAILING ARM BOLTS TO THE NEXT LEVEL

*Originally appeared in
the Pacific Northwest
DeLorean Club*

*newsletter, February
2002. Reprinted with
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By **Toby Peterson**

The Research and Development department of your Club, in cooperation with Darryl Tinnerstet of Specialty Automotive, has developed an aerospace

quality bolt made of a super-alloy called Inconel 718, that is 50% stronger than the OEM bolt material and is completely corrosion-proof. These new bolts are available in a kit from Darryl, but the supplies are extremely limited (only 100 sets were produced). Because of the costs involved in making parts from aerospace materials, the kits are priced at \$66.00 US per car. For the added peace of mind that comes with installing the very best parts in this critical location, most DeLorean owners agree that these bolts are well worth the price. Installation assistance may be available at Club-sponsored Tech Sessions held during the year.

For ordering information contact DeLorean Parts Northwest (www.delorean-parts.com), or contact Toby for more technical information on this exciting development. Please note that pricing and availability are subject to change over time. ■■■

PNDC Exclusive Collectables!

All prices include US shipping.



DMC Patch

Nearly identical to those given to original car buyers. Metallic silver thread on a black background, with black bound edges. 4 5/8" by 2 3/4".

\$10.50



Official PNDC Pin

A beautiful cloisonné pin with the PNDC logo. Black and polished silver color. 1" x 1". \$8.00



DeLorean Replica

Looks like pewter, but is actually molded in a metallic plastic resin. Felt-padded base is part of the casting. 2" x 1" x 5/8". \$19.00

Send check or money order to
PNDC, 21047 SE 122nd Street,
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GULLWING

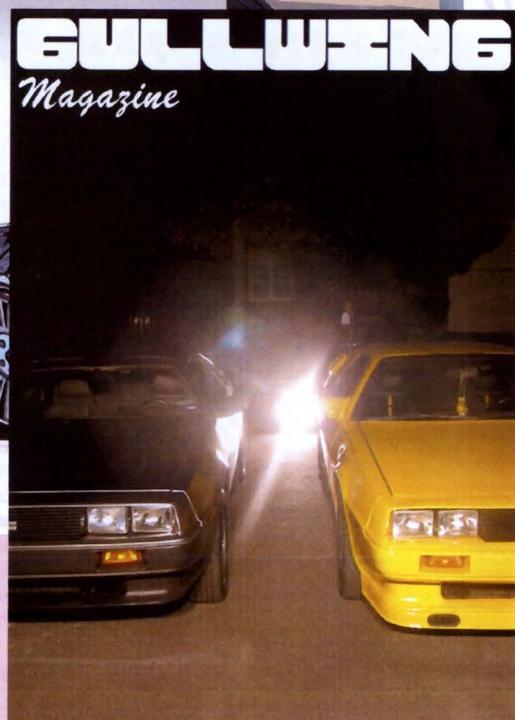
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Who is JOE CHARTER?

Joe Charter literally "stepped" into the world.

He was born March 29, 1963 in Des Plaines, Illinois. He was what the doctors (it took three of them!) described as a "footling": one leg down, the other up, bent at the knee, and facing the world!

His head should have been down, his back end towards his mother's front side; ahhh...this would have been too "normal" for Joseph. No...he walked right in, face forward!

Perhaps this was an "omen" of the diversity of the songs he would write in his future, some sentimental, some with sound advice and others just plain fun! He takes on all, and does it with command and experience. What other man would, or could, have written *DeLorean*??

The song *DeLorean* was written in 1994. Joe packed up the camper trailer to his 1969 Chevy pickup truck and headed from Des Moines, Iowa to Nashville. The purpose of this trip was to gain more knowledge of the music industry and to be inspired to write more songs. Thus, the *DeLorean* was born again!

"*DeLorean* tells a story in a creative and fun way (with inspiration from the DeLorean car) about a "ghost cowboy" who suddenly appears in my DeLorean as I'm roaring down a dusty road. He puts on a show all about music, and gives his inspiration and encouragement to me, urging me to keep working and not to give up," Joe says.

That is what *DeLorean* is all about... "Sing 'Em Your Ballads, Sing 'Em Your Rock Songs, And Sing 'Em Your Country Too!" *DeLorean* will live on. The car and the song.

Billy Dean was Joe's favorite country artist in 1994, with the release of songs like BILLY THE KID, SOMEWHERE IN MY BROKEN HEART and IF THERE HADN'T BEEN YOU. "His songs inspired me, just like Merle Haggard, Marty Robins and Dean Martin were his inspiration. So a long story short, *DeLorean* is a fun song, kind of like BILLY THE KID.

But Joe has a different and fresh popular sound, that is more "rock" than country.

His musical talent comes naturally from his mother's Underwood family, and father's Wirkus family. Great Grandfather Hamilton Jerome Underwood was a musician, artist and potter; his band was quite popular in Calhoun, Henry County, Ohio (The Silver Cornet Band). All of his many children also played a variety of musical instruments, with Hamilton's daughter, Mary (Joe's Grandmother) playing piano and singing opera. They all played together, with Mary as the soprano and brother Paul as the Baritone.

In the Wirkus group, Grandfather Kazmer John Wirkus was an excellent accordion player, entertaining the family in the evening and at many of the South Dakota farm community events. His sons accompanied him on harmonicas. These were fun, foot stomping get-togethers!

Over the years of his childhood, many thoughts went through Joe's young mind as he spent his time playing guitar and singing; however, it wasn't until he reached his mid-20's that he put these thoughts into words and music, thus beginning his songwriting career. The music seemed to be that of a much older man. Many songs hit the cord of yesterday, yet related to his generation, timeless in content. Some lyrics were even befitting of a Broadway musical.

In his early 30's he held another love besides music; namely: FOOD! He opened a restaurant in Des Moines, Iowa. During these years he made his first professional musical recording and received much radio play from the local disc jockeys of the area. Back at the restaurant, along with the good food he served, many patrons bought his music. These were good years for Joseph. He enjoyed his relationship with the food world and music. What could possibly be better than the love of song and food! Not much, except for two things...

...his children, Christina and Joey..

Christina is twenty-one, married, performs hospital office work and may soon be a college student. Nineteen year-old Joey is following in his father's footsteps into the food and music business.

Yes, it's good being Joe Charter! ***





Worried about your rusted DeLorean frame making it to and from the DeLorean Car Show in Pigeon Forge this year? Not enough time to swap in a new Pearce Design SS frame before the show? Well, DWC may be able to get your frame in better shape, fast. Although DWC can repair your DeLorean frame to near Concours condition, most owners prefer our cost effective solutions and will paint or refinish the frame surface themselves. From metal repair only to complete frame refurbishing, DWC can do it all.

DWC (DeLorean Welding Center) is now open for business. This is a joint venture between myself and Steve Stump, the master welder from the Monster Garage Avenger GT40 Rock Crawler build.

We are teaming up to repair rusted and damaged DeLorean frames so that more DeLoreans can get back on the road, to be seen and to be driven (more safely), which makes us all happier. Although a new SS frame on every DeLorean is the best option, a repaired frame is still much better than a rusted frame.

The idea has been lurking around in my head for several years and now all the components have come together to make it happen. In short, DWC can repair your rusted or damaged frame, in most cases, or we can sell you a refurbished DeLorean frame outright. DWC has several automatic and manual frames in stock, including donor frames for parts to repair your rusted or damaged frame. DWC uses both used good condition donor parts and new fabricated frame parts (based on availability) to refurbish your frame.

From front crumple tube replacements, to engine cradle repairs, DWC can get most DeLorean frames refurbished within a few weeks.

DWC can replace front crumple tubes and reinforce the

surrounding frame area in just a few days, in most cases, with the body on. DWC has a full size frame jig that holds the frame dimensions during extensive repairs, including full section replacements. DWC can refinish your "body off" refurbished frame in your choice of paint, POR15 and paint or powder coating at an extra cost. Door to door pickup and delivery is available at an additional cost, eliminating third party crating and long delivery delays. DWC can also transport your DeLorean to and from our shop to complete any "body on" frame repairs, at an additional cost. Of course conditions of DeLorean frames will vary from car to car so it is difficult to estimate the cost of these variable repairs from frame to frame, thus the cost and pricing of repairs will also vary from frame to frame. However, in general, most repairs start at \$1500 (crumple tube replaced, front frame reinforced) and seldom exceed \$5000 for even the most extensive refurbishing. Additional labor costs apply for "body on" repairs and any work such as removing and re-installing radiator, steering rack, etc. but if you have not changed your original radiator, combine a new radiator with a crumple tube repair and it saves you labor costs.

If you have any custom welding needs and you need someone to do the job, DWC should be your first choice. DWC will also be offering other products in the near future, such as custom built DeLorean transport trailers, hitches, etc. DWC also keeps many used suspension parts, such as trailing arms and control arms, on hand to help complete your frame refurbishing projects.

Feel free to contact me with all your DeLorean welding needs. Please include the letters "DWC" in your email, so I can find all the DWC related email more quickly. For now, please use my office email address, Rich@outernet-tech.net.

The DeLorean Welding Center shop is located 30 miles south of Chicago, IL, off I-57, one mile east of Governor State University. ---

DESTROY THE DECAY

DMC



**Replace those cracked
and worn out seat covers!**

DMC has recently received newly remanufactured seat covers in both black and gray. The new seat covers have been specially manufactured to match the exact grain of the leather and vinyl of the original seat covers. These covers are made of high quality leather and will give your DeLorean interior that new car appeal!

NEW! Seat Covers – Price per Seat

- K116602 - Black \$399
- K116003 - Grey \$399

NEW! Seat Covers – Price per Set

- K116600 - Black \$599
- K116601 - Grey \$599

NEW! Seat Covers Mounted on New Seats

• Price per Seat

(No backs, no tracks, no release bars - sold separately, or use your own)

- 100600 - Black RH - \$699
- 100601 - Black LH - \$699
- 110516 - Grey RH - \$699
- 110517 - Grey LH - \$699

NEW! Seat Covers Mounted on New Seats

• Price per Pair

(No backs, no tracks, no release bars - sold separately, or use your own)

- 100602 - Black - \$1199
- 110518 - Grey - \$1199

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Front Fascia How-To

By **Josh Haldeman**

S

o you've decided to repaint/repair/reinforce/etc your front fascia? Well the first thing you have to do is take out a loan from your friendly local bank, and reserve three months of your time to do nothing but this project. Only kidding...actually a front fascia project can be quite simple, and fairly inexpensive if you approach it right. The goal of this article is to help all you do-it yourselfers through the tough parts of this job, and try and save you some time and effort in the process.

Be sure to observe all standard shop safety precautions, while pursuing completion of this project. The author, DCS Magazine and our advertisers are not responsible for damage to your car, or injury or death resulting from improper procedures pursued during this project. In other words, attempt this at your own risk. Make sure the car is off, and the battery is disconnected when working on any electrical part of the car.

Here's what you can expect, and tools you need to get started:

Time Estimate (conservatively high):

12 hours (reserve a whole weekend)

Tools, Equipment, Facilities and Help You'll Need:

- Small metric socket set (6mm-17mm should be everything you need)
- Open ended metric wrench set (8mm-17mm)
- Small pliers (needle nose or similar)
- Screwdriver set (flathead, Phillips, and small 90 degree or flexible driver Phillips)
- Small magnet
- Penetrating oil
- Power drill with metal cutting bits
- Rubber Mallet
- Safety goggles
- Mechanics gloves
- Wheel chocks
- Dry garage or driveway to work on
- A second person for about 30 total minutes of light work.

Step One: Removal of Headlight assemblies and front upper grille

In order to access several screws on the underside of the fascia, it is necessary to remove the headlights and upper front grille from the car. This can be accomplished by unscrewing the Phillips head screws holding on the two black headlamp gap fillers and each of the four stainless retaining rings. You will need your small magnet

here to prevent dropping the tiny screws in behind the fascia. If you do lose one or two, you may find them again later, once you have removed the front fascia from the car. Be careful not to tighten or loosen the headlight adjustment screws which are located to one side and on top of each headlight. You will need to pry the fascia up and out to get to the screws that are on top holding the retaining rings in place. You can do this with a long flat screwdriver, but make sure that you stick it in far enough not to damage either the fascia itself, or the headlights. Once the screws are out, you can maneuver the retaining rings out by pulling them forward from the bottom, then sliding the top down and then straight out.

After the retaining rings are out, the headlights will be loose. You can simply pull them forward to access the power connectors for them. Grasp the plastic female connector and wiggle it loose from the headlight. If you haven't replaced your headlights in awhile, this may take a little force. Be careful not to drop the headlight, or cut yourself in the process.

Once the headlights are out, you have four black (usually rusty or dirty) buckets that are each held in place by one spring. Using your needle nose pliers, carefully pull the spring out of its hole, and move it off of the surface of the headlight bucket. Each bucket will then be loose, and you can slide them down and away from the adjustment screws, which hold their placement. (**pic #2**)

Now you are ready to remove the front upper grille from the car. This is very simple. Take your flathead screwdriver, (or you can use your hands if you prefer) and stick the blade between the back of the grille, and the gray plastic reinforcement strip behind it. Pry gently until the pins pop out one by one. Once you have a few loose on each side, you should be able to grasp the grille by the ends, and pull it forward and out. Be sure to set it aside somewhere safe, as it's easy to trip over and damage. They sell new for almost \$370.00, so you don't want to damage this part!

Step Two: Removal of Hood (optional, but recommended)

You don't have to remove the luggage compartment hood from your car in order to remove the fascia, but it will make the project vastly easier. If you choose not to remove your hood, skip this step, and move on to step three.

In order to remove your hood, you will need to first support the hood with a 2x4, or other support, then take off the gas struts, by removing the clips that hold them in place, then prying with a flathead screwdriver or tapping each side off of their mounting studs with a rubber mallet.

Next, you will reach into the front recess of the fascia, and disconnect the power for the light in the hood. These are two small

1 pin connectors near the LH front headlight bracket. (you can also pull them up from the top by prying out the rubber gasket the hood light wires go into)

At this point, it is not safe to proceed without a second person to help you. With that second person supporting the hood, carefully remove the four 10 mm nuts holding the hood on at the hinge on the bottom. When they are off, switch sides with your helper, and remove the other four nuts on the other hinge. You can now lift the hood towards the front and out of the car. Set it aside someplace safe on its top or bottom. Do not lean it against anything, as it can slide easily and dent even easier.

Step Three: Removal of Fascia Hardware

There are quite a few screws and nuts that you must remove in order to free the fascia from the car. Let's start at the top and work our way down. First, there are 5 phillips head screws along the top, directly under the front lip of the hood on the black plastic ERM strip. This is why it's easier if you remove the hood from the car. If you didn't, you should still be able to access these with either a 90 degree or flexible shaft screwdriver. There are also two 10mm screws that have to be removed from either side on this ERM strip. Additionally, there are two Phillips head screws recessed into holes near either hinge that help hold the headlight bracket in place. You need to remove these as well.

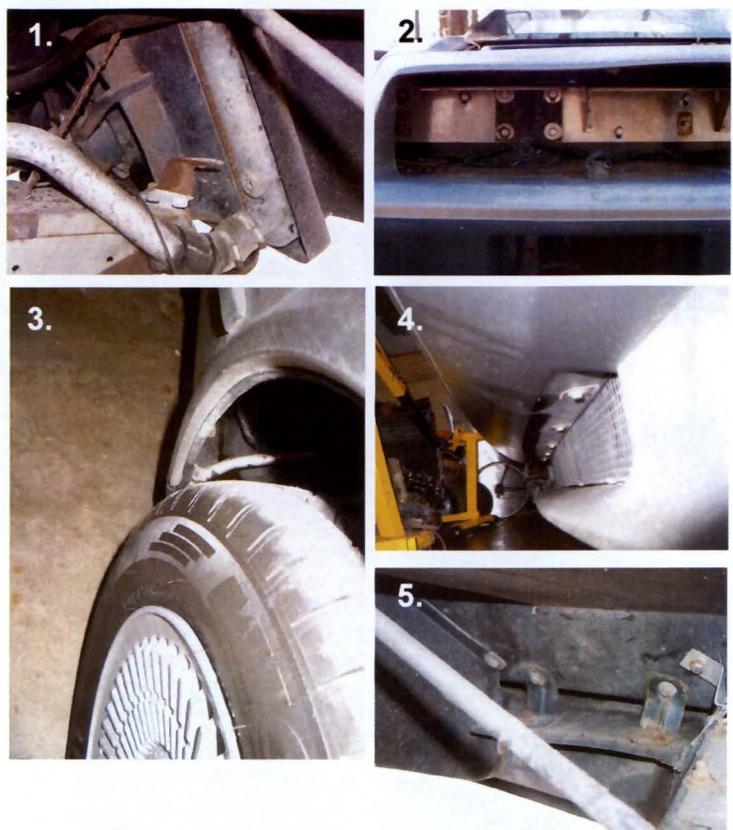
On some cars, there was a reinforcement bracket built into the center of the fascia. If you have this, you can detach it simply by removing the Phillips head screw near the top center of the front of the fascia.

Next, you will need to remove a multitude of 10mm nuts holding the spoiler and fascia to the fiberglass portion of the car. These screws and nuts are often rusted and fairly fragile. I recommend that you give all of these a good soaking with penetrating oil for several hours before even attempting to remove them. There are two along the bottom of each front fender, four on each side of the front, (**pic #5**) 5 on top of the front lower grille, (**pic #4**) and seven that you only need to loosen on the bottom of the spoiler in the center. (**pic #1**) Additionally, you will need to remove the 8mm screw that holds the very edge of the spoiler and the front fender stays to the front fenders on each side. (**pic #3**)

Finally, you will need to take off the nuts that retain the mounting studs on the inside of the left and right part of the fascia. Depending on which front fascia you have, there are either one or two of these on each side. Most fascias only have one on each side, and they are accessible from just forward of the wheel wells on each side. You will need to use your 10mm open ended wrench to get to these. If your fascia has two on either side, the other one is accessible through the cavity where the headlamps were...again, with an open ended wrench and a little patience.

Once you have removed all of these nuts and screws the fascia along with the lower grille and spoiler should be loose. You will have to pry the side mounting studs out of their holes...you can do that by sticking a screwdriver in between the front fascia and the front fender on either side, and popping them out. The fascia is fairly flexible, and shouldn't have any trouble standing up to this prying...however, if it's not coming out as easily as you think it should, you may want to reexamine whether you actually removed all the screws on the side and bottom.

Once the fascia is separated, you will need to detach the power



connectors going to the front marker/turn signal lights. You can do this by reaching back behind the fascia after it's loose, and twisting the connector left or right, then sliding it out. You can also remove the lenses from the front while the fascia is still on the car, and disconnect them that way...it's up to you.

Step Four: Reinstallation Alignment

In order to reinstall the fascia you just removed, or another one, you can basically follow the reverse procedure from above. There are a few tricks to help you align a new fascia with your existing body panels, and they are as follows:

1. Once the mounting studs are repositioned in their holes, you may notice a gap mostly along the top edge of the fascia, between it, the hood and the fenders. In order to eliminate this gap, you must push against the front fascia while reinstalling the Phillips head screws along the top.
2. If the above does not completely eliminate the gap, the secondary method is to loosen the row of 13 nuts along the inside of the top. (accessible from the front) Do not remove these screws...you only have to loosen them to do the trick. If you removed your hood at the beginning of this process...it may be a good idea to reinstall it before you attempt this alignment, as it can help to guide you along. You must NOT have the headlights or grille back in place when attempting this method. Loosen all of those screws along the top, and again, push against the fascia until the gap is closed evenly all the way across the front.

This should align your fascia perfectly and allow you to attach the rest of the screws on the sides and bottom. If you still have any issues, or you have a question about one of the steps, you can e-mail me at jhaldeman@fuse.net. ■■■

The Circle of Life

By Jenette Yocom

I can remember the day Ken brought the DeLorean to Ohio, after having dragged my husband to Indiana to make the purchase (hey, house to myself!). The original intent was to restore the once valiant machine, rebuilding the pride that had been stripped away by years of neglect. It was questionable on that day whether this would be possible or not, and a few days later the answer came; the DeLorean was in too far-gone to restore.

And thus, the highly controversial parting-out plans began.

WHAT??? PART OUT THE DELOREAN??? IT CANNOT BE!!!

Well, sometimes these things happen; it is all part of the circle of life.

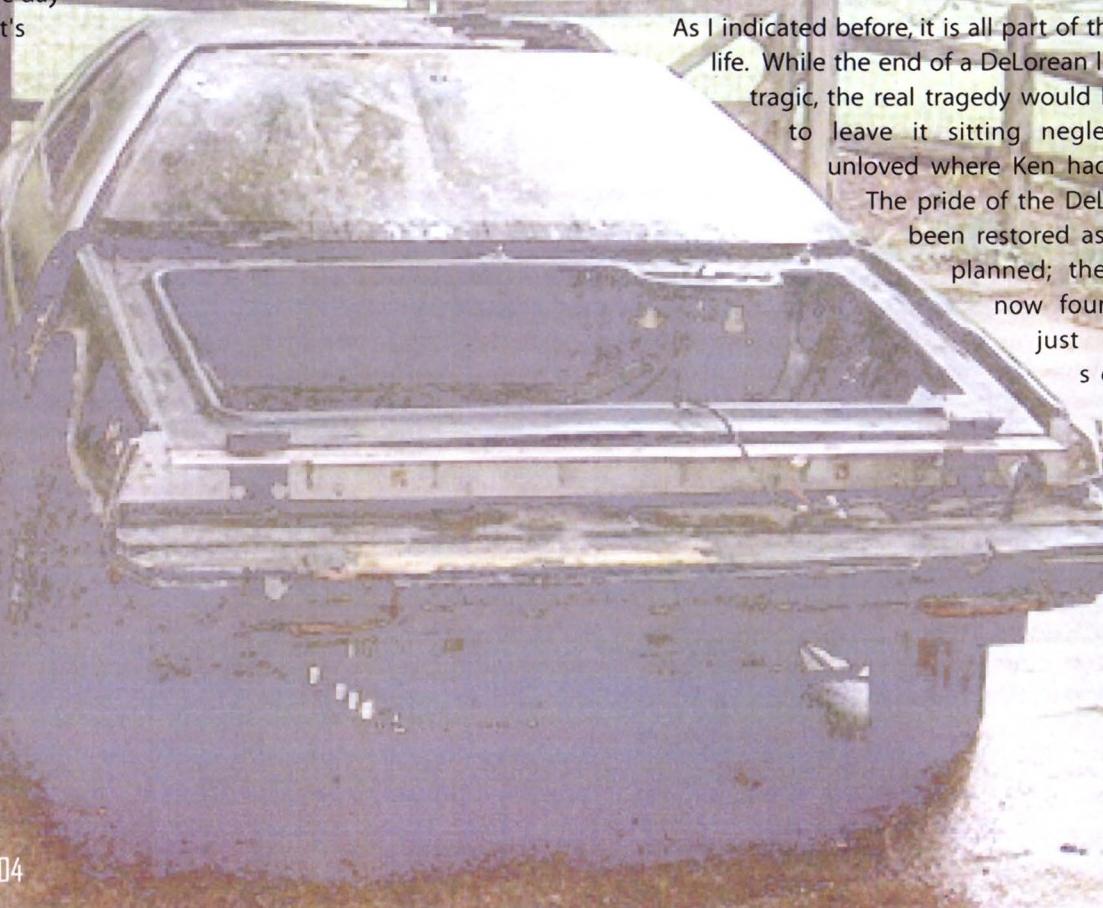
I was also in Cincinnati the day the DeLorean met its higher calling at the home of Josh Haldeman. At first glance, the scene would have appeared as if a flock of vultures were descending on a fresh carcass. And this is probably what the opposition to parting out feared; disrespect for the fallen DeLorean. However, further observation of the scene would reveal that this was not the case. I do have to admit that there was blood involved as each man present was sliced on the hand by one part or

another. However, the cars were treated with respect and care; the vulture activity was restricted to the snacks provided and the dinner later that evening.

The air was filled with excitement and anticipation, reminiscent of a child at Christmas who is carefully opening the gifts laid before him or her. And as children, the DeLorean owners were eager to play with the new toys. The Parts DeLorean was carefully dismantled, one piece at a time, as teams of men worked diligently for hours on the cars that lined the driveway. I know that my husband, Shannon appreciated the learning experience from being involved with many of the projects, and I'm sure that there are others who feel they walked away from that day more knowledgeable of the car. By the end of the day, the Parts DeLorean had been reduced to a fraction of what it had been, but the sacrifice served to enhance the lives of several other DeLoreans.

As I indicated before, it is all part of the circle of life. While the end of a DeLorean life may be tragic, the real tragedy would have been to leave it sitting neglected and unloved where Ken had found it.

The pride of the DeLorean has been restored as originally planned; the pride is now found in not just one, but several vehicles that are loved and appreciated.





Assorted pictures of the parts car prior to, and during the disassembly process. The picture of the frame below shows one of the major reasons that this car was chosen for parting out. As of March, 2004, this car is helping over 300 other DeLoreans stay on the road.



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John Hervey

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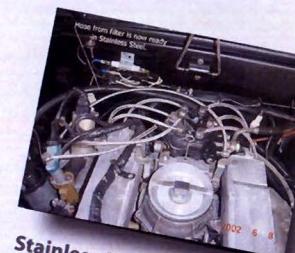
Delorean Starter
Rebuilt with all new parts. Factory original
Paris Rhone OE solenoid. \$189.95
\$100.00 core charge.
5 year warranty



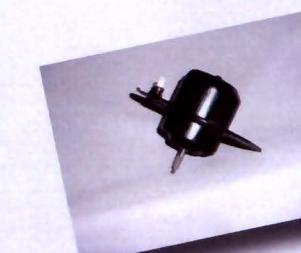
Delorean Strut Kit
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The correct one, the correct fit and
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shoes or ours.



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Includes wires, distributor cap,
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plugs, 6,7,8,9,or 10, due to
the age of the engine.
Includes free oil filter.



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Includes the new all aluminum
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barbed fitting, clamps, and special
fuel/chemical resistance hose.
Comes with instructions.



Delorean Fan Fix Dual 2 x 2.
Almost as small as a pack of cigarettes,
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from the old pick up hose that can
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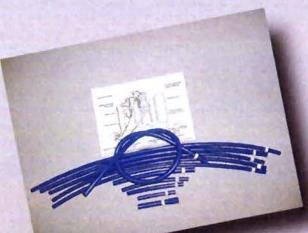
New De Lorean Fuel Pump
957 ver. comes with a new
external check valve. This
is the new update.



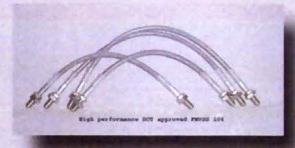
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not then call me.

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The Frejus Meeting

By Dominique Flandin

As a French person, I don't know many DeLorean owners in my area. So, cruising with other DeLoreans as often as I want just does not happen.

Fortunately, I am proud to know Mr. Osamu Shimohara from Japan who came to Italy for his job. When he was there he decided to buy a DeLorean. I couldn't miss the opportunity to get together with another owner, so my Wife and I decided to meet with him on June 2, 2001.

We decided to meet near the Fréjus tunnel, which was an easy place to find. My wife Virginie and I left our house in the morning and drove carefully to enjoy the beautiful scenery of the mountain. After a few hours of cool driving we stopped on the freeway to get some rest and take some pictures.

We started up again and after a while we finally arrived at the tunnel and waiting for us was Osamu. We parked our DeLorean next to his. It was a real pleasure to see him again. We took a lot of pictures. The weather was sunny and it was a beautiful day to take in the surroundings. We then talked about our cars for a while. Osamu was looking over my car

from every angle. My car is lowered, so we talked about this modification also. I prefer the look of the car when it's lowered, I think it's nicer.

Noon was approaching and it was time to find a place to have lunch. We didn't know the area so we drove along the road looking for a restaurant. Instead of food, we found a nice place to take more pictures. Finally we found a good place to eat where we could have a nice meal and get some strength for the long journey ahead. We didn't plan to go anywhere in particular. Fortunately Osamu had a map, on which we found a big lake near the Italian border just a few minutes down the road.

After a while we arrived at the mountain where we found snow, not on the road, but on the mountain. The altitude was 2083 meters, it was very cold and my wife Virginie and I didn't bring along jackets.

Since we were near the Italian border, Osamu decided to



take a narrow road to get to his Italian home, and after a while, we finally arrived in Italy.

We stopped to take a few more pictures, then with about a 2 hour drive remaining to reach our house we began our journey home. If you are interested you can see many more pictures of our journey on Osamu's web site : <http://www.wellmet.or.jp/~osamudmc/index.html> See border meeting, Renage meeting and Saint Egreve meeting.

It was very sad to say good-bye and drive alone with only one DeLorean. Before that event, I had never driven with another DeLorean, it was a good experience, I hope one day I will be able to do it again here in France. Unfortunately, no owners live near us so it's not easy to organize events with other French owners.



Osamu has since gone home to Japan, so we won't be able to do it again any time soon but I won't be able to forget this moment. It was very nice.

This is only the second time I've written something about my DeLorean in English, so I hope I have succeeded in interesting you with this article. Feel free to contact me if you need more information about my car, or me, my email address is: virginie.domi@wanadoo.fr

I am living the dream of the DeLorean and I'm very proud to be the owner of this unique car. ■■■

We occasionally give away tee shirts with customer parts orders and often people call back asking for more so we decided to release them for general sale. If you like DeLoreans (and maybe even our company a little!) then you'll certainly like these shirts. This brand name all cotton shirt makes a great gift to give or receive. Now for a limited time (while supply lasts) we'll give you one ourselves with any initial parts order of \$200-dollars or more. Just tell us your color preference and size and we'll include one with your order.

P.J.Grady DeLorean Tee Shirt

\$14.95

A. Gray with small black logo on front and larger picture on back.

SML - A5020001G

MED - A5020002G

LGE - A5020003G

XL - A5020004G

XXL - A5020005G

XXXL - A5020006G

B. Black with small silver logo on front and larger picture on back.

SML - A5020001B

MED - A5020002B

LGE - A5020003B

XL - A5020004B

XXL - A5020005B

XXXL - A5020006B

P.J. Grady DeLorean

Sweatshirt \$29.95

C. Premium quality, name brand.

90% cotton, 10% polyester.

Black with small silver logo on front and larger picture on back

SML - A5300001B

MED - A5300002B

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XL - A5300004B

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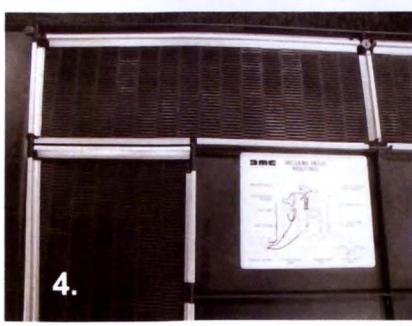
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1. Aluminum Automatic Transmission Cooler Heat Exchanger

This aluminum finned heat exchanger lowers the temperature of DeLorean automatic transmissions by about twenty degrees in preliminary testing. It's possible to double the life of an automatic's internal parts with each twenty degree drop in operating temperature! This cooler is possibly the most cost effective purchase you can make for your automatic. Installs in minutes over existing cooler pipe with stainless straps and no tools, your transmission will love you for it! After all it's getting close to it's twenty second or third birthday. LIFETIME WARRANTY.

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2. Reconditioned Battery Hold Down Strap

Many original battery straps have been damaged by electrolytic acid over the years and new N.O.S. straps are rather expensive. Now trade in your worn out or tattered strap for this reconditioned beauty with powdercoated mounts and buckle and new strapping material. It's better than new at half the price.

Part #108120R \$48.50 Plus \$50.00 Refundable Core Charge

3. Stainless Trailing Arm Shield Bracket Kit

We introduced this part about eighteen years ago to replace the cheesy little stud plates used to secure the T.A. shields to the DeLorean. We have sold hundreds of pairs with no complaints or failures over the years. They pay for themselves in saved labor costs each time you have the shields removed to inspect the all important trailing arm pivot bolts. We recommend checking and retorquing them every four years or 10,000 miles. The first time you try this yourself you will swear the original studs were designed by Satan himself often requiring two people brandishing wrenches, screwdrivers and sometimes hacksaws or "muffler cutters" to accomodate their removal. You won't want to do it the same way twice and neither would your mechanic. Trust me when I say they'll save you time and/or money. LIFETIME WARRANTY.

Part #110811G \$32.95

4. Stainless Engine Cover Screen Bracket Kit

Designed to replace your rusted and/or missing brackets, these will never rust and are more affordable than the originals. A set of N.O.S. brackets will currently set you back \$188.58. Brighten up and customize your engine cover with the stainless finish or keep it stock looking but rust free with the black finish version. The choice is yours. LIFETIME WARRANTY.

Natural Stainless E.C. Bracket Kit Part # 116388GS \$ 99.75

Black Stainless E.C. Bracket Kit Part # 116388GB \$124.75



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DeLorean Car Show “Pigeon Forge”

SHOW GUIDE

The following is a guide to the schedule of events and a reminder as to the events you have signed up for.
Dress is casual for all events.

Name Tags will be given out at registration desk Thursday or at each dinner at 5:30 – 6:00
All times are tentative and we in most likelihood will be running later as the evening goes on

Thursday June 17th Smokey Shadows Convention Center

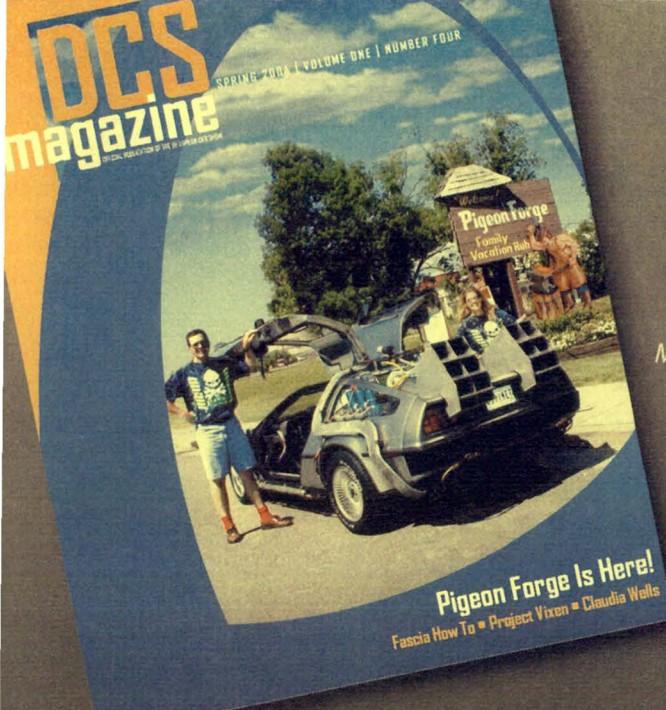
➤ Volunteer meeting Smokey shadows conference center	2:00 – 2:30 PM
➤ P.J. Grady Torsion Bar Adjustment (Parking Lot Smokey Shadows)	3:00 – 4:00 PM
➤ Registration	3:30 – 5:30 PM
➤ Diner Smokey Shadows. (ID badge required)	6:00 to 7:45 PM
➤ Intro to Pigeon Forge (video)	6:40 to 6:45 PM
➤ Driving tour instructions (video and verbal)	6:45 – 7:00 PM
➤ Stephen Clark (plus Intro to Claudia Wells)	7:15 – 8:00 PM
➤ Randal Brown (3M Corporation, 3M and your DeLorean Video/talk)	8:00 – 8:20 PM
➤ Continue to parking lot for hands on with 3M Randal Brown	8:30 – ??????
➤ DJ from	7:00 – 9:00

Friday June 18th Grand Convention Center

➤ Friday All Day Rally 8 – 10:30AM Start, you must be on your way back by 2:00PM at the latest because of traffic.	8:00 AM – 3:30 PM
➤ Curtis Bryant (Its My car) Grand Convention Center (tentative)	4:00 – 4:45 PM
➤ John Hervey	5:00 – 5:30 PM
➤ Don Steger (video/Talk)	5:30 – 6:00 PM
➤ Joe Charter entertainment (Special line Dance with The Cinci Chicks)	6:00 – 6:30 PM
➤ Dinner (Various Video)	6:00 – 7:30 PM
➤ Jim Prentice (introduction Video/ Question and answer)	6:45 – 7:00
➤ Kathryn DeLorean	7:00 – 7:20
➤ Next Show location revealed (Video / Talk)	7:20 – 7:30
➤ Claudia Wells / Bob Gale (Video/ Question and answer)	7:45 – 8:30
➤ Silent Auction (winners notified)	8:30 – 8:45
➤ Instructions for Saturday	8:45 – 9:00
➤ Joe Charter entertainment	9:00 – 9:30

Saturday June 19th Grand Convention Center

➤ Registration for General Car Show (judging)	9:00 am – 12:00 Noon
➤ General Videos running all day	11:30 am – 12:15PM
➤ The Nork entertainment	
➤ <u>GROUP PICTURES (Photo will be avail Sat eve and Sun Morning for 1st 40 orders \$35 ea 16 X 20 photographs Orders taken at car registration or at photo session.)</u>	
➤ Joe Charter entertainment	12:15 – 12:30PM
➤ The Nork	12:45 – 1:10 PM
➤ Fred Dellis/ Rob Grady \the Legend Turbo	1:30 – 2:00 PM
➤ The Nork (entertainment)	3:00 - 4:00 PM
➤ Tear down for dinner (you may remover your cars at this point NOT BEFORE)	3:45 – 4:45 PM
➤ Dinner (various videos)	4:45 PM
➤ Entertainment (TBD The Nork and or Joe Charter)	6:00 – 7:45 PM
➤ Raffle car Give away (Video / talk)	6:10 – 6:35 PM
➤ Awards	7:20 -- 8:00 PM
➤ Millenium concours	8:00 --9:40 PM
➤ Raffle (Various Vendors)	8:40 – 9:00 PM
➤ Show is ended see you in 2006	9:00 .. Whenever



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These individuals will also receive a DeLorean Car Show membership card that is good two years from the date the check is received and is good for the next DeLorean Car Show. To be valid, the member's name and VIN must be present on the card.

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DeLorean Car Show Pigeon Forge Registration

Name _____
Guest's name(s) _____
Address _____
City _____ State _____ Zip Code _____
Phone number _____
E-mail _____
T-shirt number and size _____

T-shirt cost is \$10 S thru 3X

DeLorean VIN# _____
License plate # _____

Cost for the show per person is as follows:

Registration	\$20 per person \$40 family.(convention center overhead costs)
Thursday Dinner	\$25.00 (includes dinner, seminars, <u>open bar</u>)
Friday	Driving tour (No Charge) Select cd or cassette
Friday Banquet	\$45.00 (includes dinner, seminars, live entertainment, <u>open bar</u>)
Saturday Car Show	\$15 per entry for judging and awards)
Saturday Banquet	\$45.00 (includes dinner, seminars, live entertainment, <u>open bar</u>)
T shirts	I free with each paid registration to May 1 st . Add \$1.00 for 2X-4X \$10.00 per extra shirt or after deadline S-3X
DeLorean Raffle Tickets	\$50.00 (A minimum of 150 tickets will need to be sold for the raffle to take place, and no more than 500 tickets will be sold. See official rules below)

Mail registration to:
(Checks only) DeLorean Car Show Inc. For more information go to: DeLoreanCarShow.com
14500 Woodland Dr.
Mason, Ohio 45040 or contact Ken Koncelik
phone: 513-398-2445
fax: 513-398-8012

Event	Number attending	Total
Registration	_____	_____
Thurs. Dinner	_____	_____
Friday	_____	Free
Friday Banquet	_____	Concours Y/N _____
Sat. Car Show	_____	_____
Sat. Banquet	_____	_____
T-shirt	Quantity. _____	see above _____
DeLorean Raffle Ticket	Quantity. _____	\$5.00 per person _____
Late Fee after May 1 st	_____	Checks only please* _____

The car to be raffled is a 1983 automatic DeLorean with approximately 34K miles. It will be featured on the web page and the next issue of the DeLorean Car Show Magazine. It will also be available for viewing at the DeLorean Car Show Pigeon Forge June 17-20-2004. Raffle will be held on Saturday June 19th 2004 after the banquet dinner. Purchased tickets will be available for viewing at the DeLorean Car Show prior to the drawing. Entrants must be 21 years or older to purchase tickets. Tickets will be \$50 per chance with a minimum of 150 tickets to be sold for raffle to be held. A maximum of 500 tickets will be sold. Winner does not need to be present to win. Winner will be required to fill out the appropriate tax forms (US or Foreign). Winner must provide applicable tax information to claim prize. Winnings will be reported to the IRS as income and required by law. Value of the vehicle will be listed as \$7500.

Winner may take possession of the car at the show or delivery may be arranged for a later date. Winner is responsible for shipping if winner does not take car at the time of winning. Car will be held for up to 90 days after the show if required by winner. State sales taxes are the responsibility of the winner. Void where prohibited by law. If any amendments to these rules are needed they will be posted at DeLoreanCarShow.com

*For Paypal or credit card please register online at [deLoreanCarShow.com](http://DeLoreanCarShow.com)

Note: This is a dry county. An open bar is provided with registration. You may BYOB.

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